Scope Revision

1. Economic Impact Analysis

Determine Proposed Study Area. RC Engineering (and its subconsultant Regional Economic Models, Inc.) as subconsultant to The Corradino Group, will conduct the economic impact analysis for the Detroit Intermodal Freight Terminal Project Environmental Impact Statement. The 53-sector REMI model will be used in this work. As the first step in this process, the consultant will establish: 1) the Region of Influence (ROI); and, 2) Project Study Area in consultation with MDOT. The ROI would include the SEMCOG counties associated with Detroit Metropolitan area including St. Clair, Macomb, Oakland, Livingston, Washtenaw, Wayne and Monroe counties. The Project Study area will focus on a segment of Southwest Detroit and East Dearborn comprised of several zip code areas, or SEMCOG Traffic Analysis Zones (TAZs), also defined in consultation with MDOT.

Conduct Literature & Review. The consultant will conduct a focused literature search relative to technical subject matter associated with intermodal terminal development. Initial research will determine the scope, quality and availability of relevant resources including commercial databases, journals, indexes, state and federal sources, as well as academic research on intermodal and railroad transportation economics and related studies including EIS documents. After reviewing the initial resource listings, more specific research inquiries and retrieval of appropriate documents will be conducted.

This literature search will provide far more complete, reliable and effective subject area background information than could be developed by other means, including simple Internet browser searches. The information generated will be documented in a memo-type report, including preparation of annotated bibliography, as appropriate.

Establish Socioeconomic Baseline/Baseline Future. A critical aspect of preparing an EIS is the development of a detailed existing socioeconomic baseline and associated forecast of the baseline future condition without the proposed project, i.e., the No Action alternative. Such socioeconomic baseline and baseline future conditions will be established based on the REMI Policy Insight econometric model including detailed annual age-cohort-based population projections, as well as forecasts of employment and unemployment based on labor force participation, structural and frictional unemployment, and net migration factors at the regional and sub-regional county level.

The EIS consultant team proposes to work closely with MDOT and the Project Steering Committee including but not limited to the City of Detroit, Wayne County, City of Dearborn, SEMCOG, as well as U of M to establish REMI Policy Insight simulation model-generated socioeconomic baseline and baseline future projections. REMI is run on a statewide-model basis by the University of Michigan Institute of Labor Relations to establish a socioeconomic baseline for the region. SEMCOG uses the U of M REMI baseline data as input in the METROPOLIS Land Use Allocation Model to prepare forecasts for the 250 districts within the SEMCOG region.

SEMCOG socioeconomic data will form the basis for "calibration control" of the REMI-generated EIS socioeconomic baseline including the zip code or TAZ-defined Project Study area data. Once consensus is reached on forecasts of future baseline conditions, specific project-related impacts including direct, indirect and induced economic effects of the Proposed Action will be then estimated and compared to the baseline future (No Action) conditions, i.e., without the DIFT project.

The consultant will lease the REMI model for 12 months. Initially, the 1999 REMI Policy Insight model will be used, with a sub-routine to update the current version to 2000 census data for preliminary work. The lease will provide for REMI to supply, at a later date, the EG 2000 sub-county version of the model (now in final stages of preparation) at no additional cost, although in *rolling over* the model versions, it will be necessary to rerun preliminary simulations and to conduct reinterpretation of the preliminary results.

Determine the Project Requirements. The consultant will work with MDOT and SEMCOG officials and their technical staffs, along with Arbor Vista Transportation and railroad representatives to establish probable estimates of project spending by time period and related manpower requirements by labor category including that associated with construction and operations.

Impact Assessment. Preliminary definition of direct/indirect/induced/total cumulative effects are indicated in the figure below. Two primary types of economic effects will be estimated:

- ? ?Construction: The annualized total of all construction expenditures, both public and private, overtime (to 2025) rolled up into a one-time measurement of jobs, wages, local and state taxes.
- ? ?Long-term: The effects of the operation of the DIFT in 2025 as defined by on-site terminal activity plus its associated services in component industries served, in terms of jobs, wages, local and state taxes.

The areas in which the economic measurements will be provided are:

- ? ?Local: While yet to be precisely determined, this area is now considered larger than the Terminal District but no larger than several zip codes/traffic analysis zones that define Southwest Detroit/East Dearborn.
- ? ?Region: The seven-county SEMCOG region.

The conditions to be analyzed are:

- ? ?No Action: Otherwise known as RS-1 where intermodal consolidation is limited and intermodal traffic/demand grows at a normal pace, but not influenced by the efficiencies of consolidation.
- ? ?Proposed Action (RS 3): Consolidation of intermodal from seven terminals into the DIFT with its inducement of traffic through the efficiencies of consolidation.

Type	Measurement	Area	2025 Condition	
			No Action	Proposed Action
Construction	Jobs, wages, local taxes, state taxes	Local	✍	✍
	Jobs, wages, local taxes, state taxes	Regional	✍	✍
Long-Term (Steady-State in 2025)	Jobs, wages, local taxes, state taxes	Local	✍	✍
	Jobs, wages, local taxes, state taxes	Regional	✍	✍

Prepare EIS Economic Impact Technical Report. The consultant will use the socioeconomic baseline and baseline future data as a comparative basis to determine the probable socioeconomic impacts associated with the Proposed Action (i.e., the DIFT). The consultant will evaluate the level of significance of economic impacts of the Proposed Action. Draft and final reports will be produced. A number of presentations will also be made to various stakeholders.

2. Public Engagement

The consultant, including the vendor Alexander Resources, Inc., will provide the following services in support of and to facilitate the work of the DIFT Local Advisory Council:

- ? ?Interview the Advisory Council members;
- ? ?Prepare for and facilitate discussions at up to seven Advisory Council meetings; and,
- ? ?Attend up to four public meetings to support facilitating the other meetings of the Advisory Council.